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Volume 20

DETROIT, MICHIGAN, AUGUST 6, 1946

No. 32

Apprentice Program for Architectural Draftsmen in the State of Michigan

EDITOR'S NOTE: Michigan Society of Architects' consultants on this committee are Wells I. Bennett, Earl W. Pellerin, William A. Stone and Clark R. Ackley.

Additional copies of this document are available through the office of the Weekly Bulletin.

It is the purpose of this program to provide training for men who wish to become architectural draftsmen. The program combines experience in an architect's office with a certain amount of instruction in technical subjects. This apprenticeship program is to be carried out by the Department of Public Instruction of the State of Michigan in cooperation with the Michigan Society of Architects, the Apprentice Training Service of the U. S. Department of Labor, and the Vocational Rehabilitation Division of the Veterans' Administration.

(A) DEFINITIONS

1. The Employer shall be a registered architect, or firm of architects, in practice in this State, voluntarily taking part in the apprentice program.

2. The Apprentice is a person who desired to learn the profession of architectural draftsmen, and who voluntarily signs a written apprenticeship agreement with the Employer. Veterans of World War II are given preference. The Apprentice shall be a high school graduate or the equivalent, an American citizen or in the process of becoming one, and a person physically qualified to perform the required duties.

3. The basic Time Period of apprenticeship is understood to be forty-eight months.

4. The Contract as outlined hereafter will be entered into by the Employer and the Apprentice. In making this contract, it is understood that:

(a) The first month of employment is to be a probationary period during which

either party to the contract may cancel the agreement, if dissatisfied, without consent of the other.

(b) Continuity of employment is to be provided the Apprentice insofar as possible. In the event of a lay-off of an apprentice for reason other than dissatisfaction, he shall be offered re-employment before a new apprentice may be employed.

(c) Office hours for the Apprentice shall be those observed in the office where he is employed.

(B) TRAINING PROGRAM

1. The rank of the Apprentice shall first be determined by the Employer on the basis of his education and experience. The beginner will receive the beginning rate of pay, but an Apprentice who has already had experience in the office of a Registered Architect, or who has attended an accredited School of Architecture, shall be placed accordingly as to the character of office and

training assignment, and as to wage scale.

2. The office work experience is to include all phases of architectural office practice essential in the training of a competent junior draftsmen. The following will be important fields of experience.

- Filing drawings and records
- Tracing and copying drawings
- Lettering
- Detailing
- Developing working drawings from sketches
- Calculations, and detailing
- Field work
- Perspective drawing

3. Supervision of apprentices shall be given by the Employer or an employee designated by him. The Supervisor is to keep a record of the Apprentice's progress, both in the office and other instruction. In cities where a Coordinator of the Educational In-

(See PROGRAM—Page 3)

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Program—(from page 1)

stitute is stationed, records will be kept by the Coordinator. Apprentices are encouraged to first take suggestions and grievances to the supervisor who may refer any difficulties of importance to the employer. The employer or apprentice may refer any unadjusted grievance to the representative of registration agencies.

4. The minimum wage scale for apprentices as regards payment by the Employer shall be as follows:

- 1st 6 months—50% of the journeyman's rate for the community.
- 2nd 6 months—55% of the journeyman's rate for the community.
- 3rd 6 months—60% of the journeyman's rate for the community.
- 4th 6 months—65% of the journeyman's rate for the community.
- 5th 6 months—75% of the journeyman's rate for the community.
- 6th 6 months—80% of the journeyman's rate for the community.
- 7th 6 months—85% of the journeyman's rate for the community.
- 8th 6 months—90% of the journeyman's rate for the community.

48 months

**(C) INSTRUCTION
IN TECHNICAL SUBJECTS**

Option 1. The apprentice is required to improve himself by attending regularly organized classes on his own time. Where the city school system, or special university classes make it possible, or if adequate correspondence courses can be found, the following subjects are recommended:

- a. History of Architecture
- b. Freehand Drawing
- c. Lettering
- d. Perspective
- e. Mathematics
- f. Use of Slide Rule
- g. Building Materials
- h. Building Construction
- i. Heating and Ventilating
- j. Plumbing
- k. Electric Wiring
- l. Cost Estimating

The Apprentice is to attend classes for a minimum of 168 hours during each year. Failure to carry out this part of the work must terminate the apprenticeship.

Option 2. The Apprentice may arrange to take alternate periods in the office of his employer and the College of Architecture and Design at the University of Michigan, so planned that the period at the University will coordinate with a regular sixteen-week semester. It is recommended that the first period in such an arrangement be spent in the office and that the time spent at the University be not less than four semesters total. The College of Architecture has a special student status for this purpose, providing the Apprentice offers stated entrance requirements of the College. The contract between the Apprentice and the Veterans' Administration shall provide for the alternate periods mentioned above where this option is desired.

**(D) THE APPRENTICESHIP
AGREEMENT**

Individual form for Michigan will be used for the Agreement between Employer and Apprentice.

The Agreement Form is to be filled out in six copies to provide a copy for each of the following:

1. Veteran's Administration
2. State Department of Public Instruction
3. Employer
4. Apprentice
5. Local Coordinator of Educational Institute
6. Federal Committee on Apprentice Training Service.

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GUIDO BINDA, A.I.A., Battle Creek Architect, who spent three years in the Burma and India theaters with the U. S. engineers, related many of his experiences and observations to fellow members of the Lions club at the regular meeting last week at the Hart hotel, Battle Creek.

In carrying out his assigned work of building roads, bridges and other installations, Mr. Binda told in some detail how the fighting forces were moved ahead and how the supply lines were kept open.

The Chinese he described as good fighters and hard workers.

The speaker was introduced by City Commissioner F. Jack Neller, who was program chairman.

DONALD F. WHITE, A.I.A., Architect-Engineer introduces and announces as associate and co-partner Francis E. Griffin, registered architect, formerly staff faculty member of the School of Engineering and Architecture, Howard University, Washington, D. C. The firm will now practice under the name of White & Griffin, Architect-Engineer Associates—1727 St. Antoine St., Detroit 26, Mich., Tel. CA. 9892.

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Palmer Reopens Office

After more than two and one-half years as Lieutenant Commander in the Seabees, C. William Palmer has reopened his office for the practice of architecture at 2675 Penobscot Building, Detroit 26, Mich.

In his tour of duty in the Pacific he was in charge of the 133rd Naval Construction Battalion, which reached Japan.

The profession hereabout will be richer by his resuming active participation. His many fine buildings throughout the state bear witness to his being a good architect, and the service he has rendered the architectural organizations is immeasurable. He has served as president of both the Detroit Chapter of The American Institute of Architects and the Michigan Society of Architects.



Palmer

There is just one fly in the ointment. Bill was formerly a strong advocate of pipe smoking (see earlier photographs), but since his return he is a changed man. He carries matches, stays out until after ten o'clock and has even been seen about the DAC smoking cigarettes!

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Marr, Architect of the Month

Carl B. Marr, AIA, of 415 Brainard St., Detroit, was chosen Architect of the Month for August in the series of home plan displays at the Ernst Kern department store in Detroit, it was announced by Clair W. Ditchy, FAIA, president of the Detroit Chapter AIA.



Son of the late Richard Marr, distinguished Detroit Architect, with whom he formerly practiced, young Marr graduated from the University of Michigan, studied at Cranbrook and spent three years with Alden B. Dow, AIA, of Midland, Mich.

"I have designed this house as a development of privacy on a moderate-sized lot, while introducing the admitted benefits of open planning, modular sizing and generous window areas," Marr said.

Regarding the undertaking, E. J. Brunner, secretary-manager of the Builders' and Traders' Exchange of Detroit said:

"This series of exhibits, presented through the cooperation of the Detroit Chapter of The American Institute of Architects and the Civic Center for Home Planners is to afford people of this area the opportunity to see first-hand the work of individual Detroit architects.

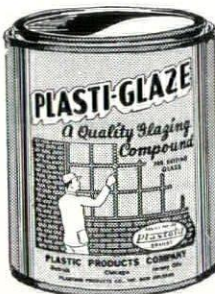
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Volume 20

DETROIT, MICHIGAN, AUGUST 13, 1946

No. 33

BRITAIN TRIES NEW TYPE RAILWAY STATION

Devised to provide new or temporary facilities quickly, with features
of low maintenance, flexibility of construction and high salvage

By WILLIAM H. HAMLIN, Architect

London, Midland & Scottish—London, England

(From Iron Age)

AMONG the important problems confronting the architect when building new railway stations in Britain is how to conduct the work in the shortest possible time so that new premises may be occupied quickly, or, in the case of altering or rebuilding stations, how best to carry out the work to interfere as little as possible with normal station operations.

Traditional building methods require considerable time. Many loads of aggregates and cement for concrete have to be conveyed to the site, as well as of bricks, stone, timber and other materials. Then these must be assembled in small units by a relatively large labor force.

FACTORY-MADE BUILDING

To avoid these disadvantages of traditional methods insofar as possible, the London, Midland & Scottish has recently developed an experimental station building, which also permits the added feature of speed in construction. This building is factory-made from its foundation to the roof and can be erected in one-quarter the time required by ordinary building methods. The comparatively limited time required for assembly removes this type of construction from the sphere of seasonal building and enables assembly to be undertaken in almost any climate or weather conditions. Once the steel frame is erected and the roof fixed, an umbrella is formed under which the operations for completion can proceed. The system is a dry con-

struction involving the use of only a small amount of cement mortar in jointing foundation slabs, or, in a modified design, it can be completely dry.

A second and equally interesting aspect of the design is the reduction which it insures in maintenance, an important economic factor from the aspect of saving both material and labor. This is achieved by encasing the exterior framework of the building with vitreous enameled steel plates, which only require washing at intervals to preserve their new appearance. This material has been used experimentally by the L. M. S. for about 12 years and has been found to withstand the atmosphere about railway stations without deterioration.

The base of the building is composed of concrete slabs, faced with granite aggregate to withstand the impacts and abrasion which appear inevitable about railway stations. Internally, the building

is lined with panels of plywood, faced with wood veneer or with metal prepared for painting. If timber is plentiful and steel in short supply, the outside of the building can be covered with resin-bonded plywood panels instead of enameled steel.

Owing to the method of assembly, it is possible to replace any part which may become damaged by accident, without interfering with station operations. A stock of parts can be maintained for the purpose, as well as complete stocks for the construction of new structures.

Complete flexibility of expansion or contraction is possible with the new design. A building may consist of one unit built of 3-ft. 3-in. panels, or of any number of such units, and the panels are interchangeable. Doors and windows may be inserted or changed at any time, and the entire building may be dismantled and removed to another site.

(See STATION, Page 3)

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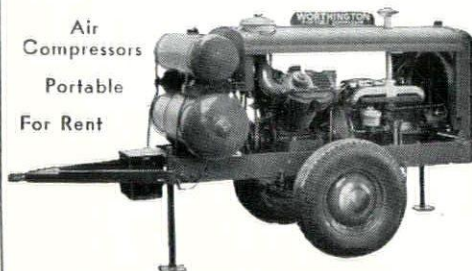
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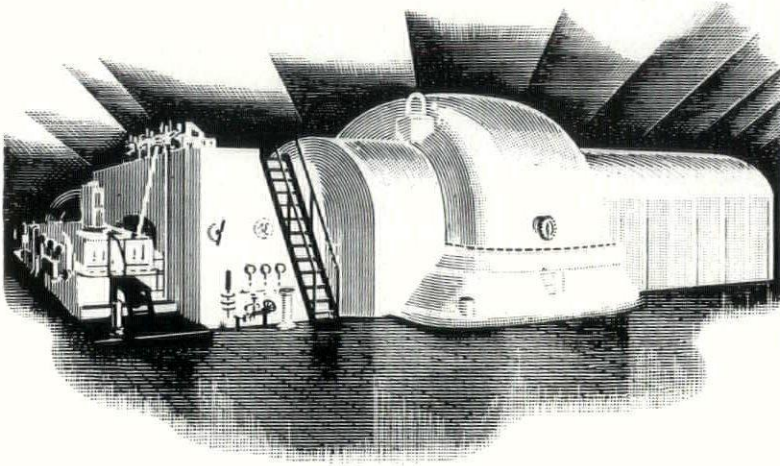
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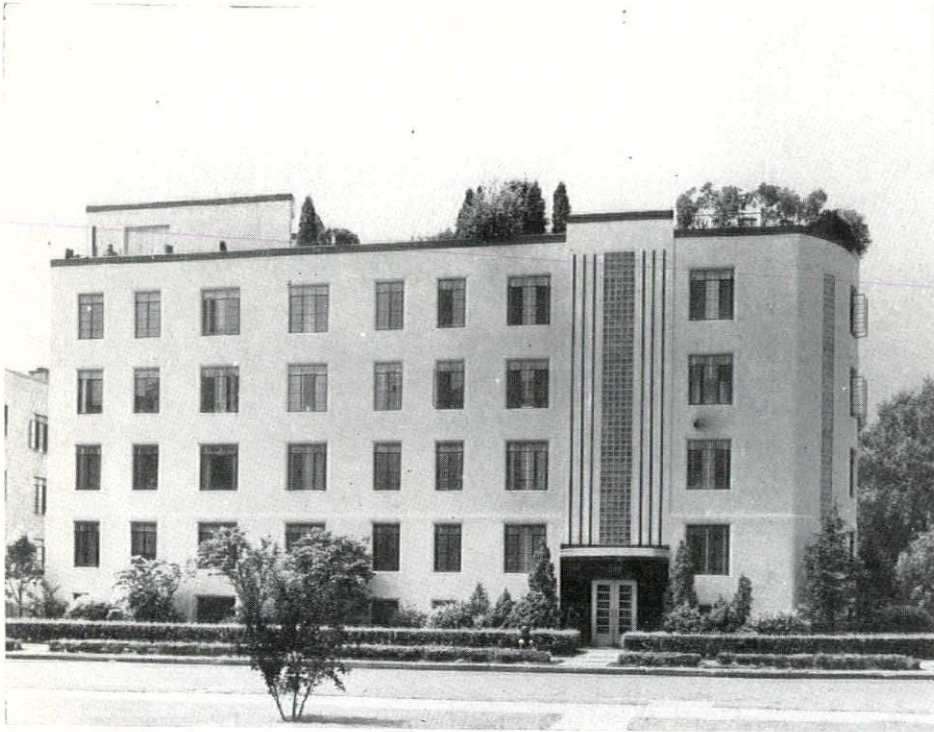
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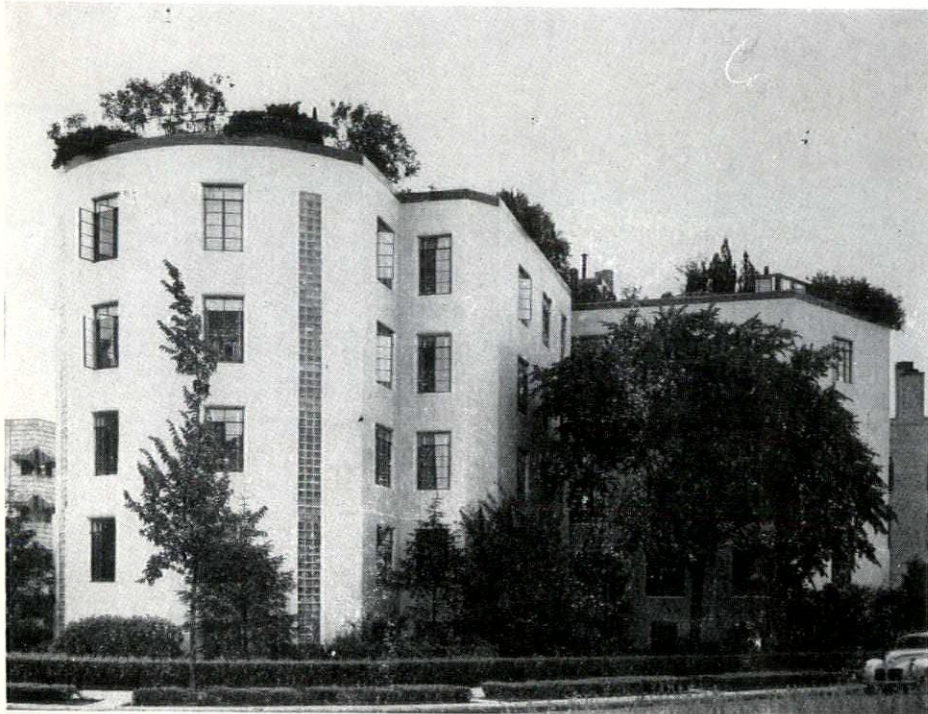
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IRONBOND WATERPROOFING was used in the concrete masonry units of this duplex apartment building at 999 Whitmore Road in Detroit. Talmage C. Hughes was architect for owner John B. Terns of Campbell-Ewald Co. Mr. Terns occupies the penthouse.



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King Certified, NCARB

Sol King, member of the Detroit Chapter, AIA, has recently received the official certificate of the National Council of Architectural Registration Boards, after submitting the necessary exhibits and taking the standard NCARB examination.

King was born in Foland in 1909 and came to Detroit in 1923. He was educated in the public schools here, at the University of Detroit and the University of Michigan, where he graduated in 1934. After working with Sternfels & Brown, Nathaniel Gould, Marcus R. Burrowes, and Lyndon & Smith, he became a member of the staff of Albert Kahn, Associated Architects and Engineers, Inc. in 1935. With that organization he had been in charge of the architectural work on the Willow Run Bomber Plant, Wright Aeronautical Plant at Lockland, Ohio, and is presently on the Ford Motor Company's Assembly Plants at St. Louis, Mo., Atlanta, Ga., and at Metuchen, N. J.

Magnuson Moves

After having lost many of his effects in Muskegon's recent disastrous fire, E. Harry Magnuson, AIA has reestablished his offices at 421 Lyman Building, that city. He lost almost everything except working drawings and a few of his books. Mr. Magnuson is, therefore, interested in receiving manufacturers' catalogues.

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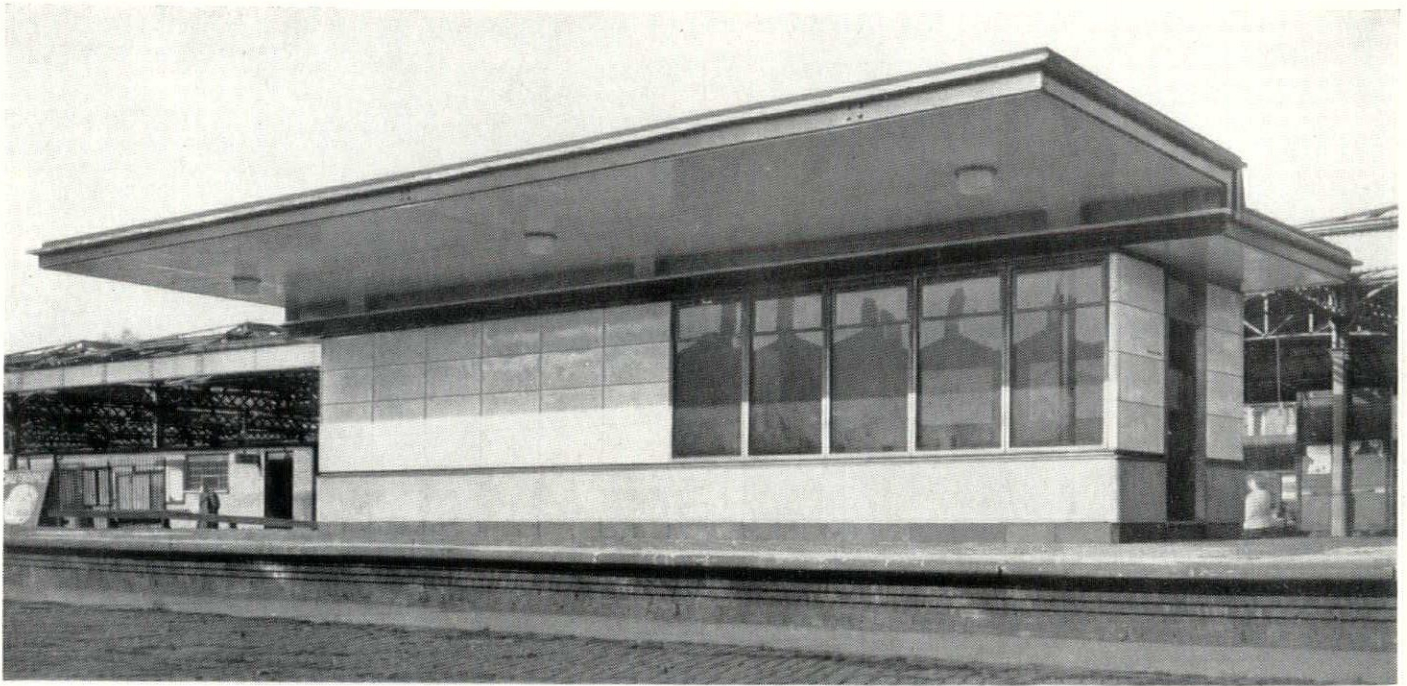


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General exterior view of the experimental station unit built by the London, Midland & Scottish

Station—(Continued from Page 1)

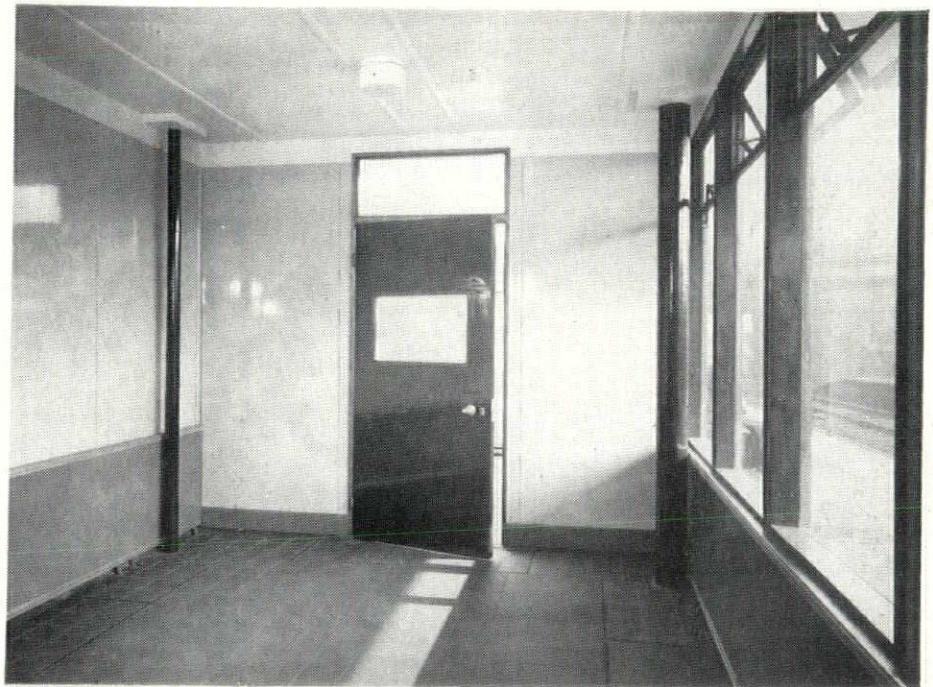
FLEXIBILITY OF CONSTRUCTION

The assembly of the building begins with the laying of pre-cast concrete units to form a combined foundation and duct system. The latter is continuous around the inside of the building and carries the heating and drainage pipes. On the foundation are erected steel columns, which support continuous canopy and roof beams, each composed of two steel channels. At the rear end of each beam is a stabilizing member in the form of a 3-in. tubular steel shaft, which may be either in tension or compression, depending in the projection of the canopy over the station platform. Longitudinal steel channels tie the canopy and roof beams together, producing a framework that is light in weight for its strength.

When the main steel frame is completed, the roof deck is assembled. This consists of a series of shallow timber units constructed on the stressed skin principle. It is very light and the underside forms a smooth ceiling ready for painting. The top of the roof is covered with bituminous felt in built-up form.

The next step in the assembly is to erect light steel wall posts on centers of 3 ft. 3 in. These posts consist of two box-channel sections welded back to back, which are connected to the steel roof channels at the top and to brackets attached to the concrete foundation at the bottom. The entire wall panel and window system is connected to these posts by steel clips.

Internal partitions are secured at the top and bottom with compensating adjustable screw fittings, and each panel is separated from the adjoining one by a space of three inches. Over this space a thin cover piece is secured, flush with the panel face, and the cavity thus formed is



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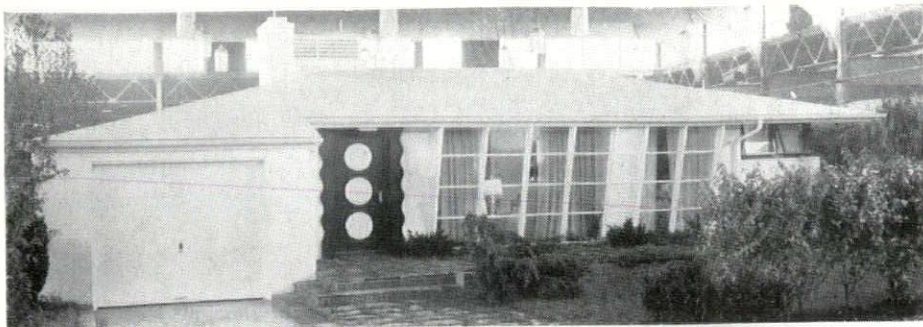
used for the electric wiring system. Switches are fixed flush on the cover pieces and switch boxes are housed within the cavity. Similar cavities, as desired, are arranged in the roof.

INSULATION

The building is designed to be insulated against heat losses by the insertion of a glass silk quilt in the space between the outer enameled plates and the inner wood lining. Such insulated walls, which are 4 in. thick, have a resistance to thermal transmission equal to that of a 14-in. plastered brick wall.

No attempt has been made as yet to construct a complete station, but rather only a limited prototype, comprising a waiting room, a wash room, lavatory, and boiler room, which has been erected solely for experimental and testing purposes. This structure, shown in the illustrations, is clad with maintenance-free external walls of sky-blue enamel steel panels, fitted with bronze window and door frames. The awning has a flush under-surface and is formed of stressed-skin plywood box units spanning between the main light steel frame members.

Indianapolis Home Show Huge Success



THIS 1946 Indianapolis Home Show model home was named the "House of Ideas."

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Called "Victory Exposition," the 1946 Indianapolis Home Show was successfully staged in the Manufacturers Building on the Indiana State Fair Grounds.

Feature attraction was the Model Home, designed by Indianapolis architects Ayres, Kingsbury and Ward.

The 1946 Model Home, called the "House of Ideas," is of contemporary design in that it is functionally planned. Its double walls are of masonry construction, with painted brick exterior. Designed for a 60-foot lot, it allows for an attached garage at one end which also contains the utility room.

The cupola on the roof serves as an outlet for an automatic electric ventilating fan. Roof eaves are wide and overhang the exterior walls. This allows for the use of a novel engineering device—splayed walls at the front and rear in which are contained large window areas 18' wide and extending from ceiling to floor. These are designed for hermetically-sealed double glass panes to eliminate the need for storm sash and to prevent heat loss. The wood stanchions or vertical fins of the windows in the splayed walls also act as supports for the roof.

—American Builder

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Tuesday, August 13, 1946. Architects', Builders' and Traders', Birmingham Country Club, West of Southfield, South of 14 Mile Road.

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Volume 20

DETROIT, MICHIGAN, AUGUST 20, 1946

No. 34

MICHIGAN ARCHITECTS AT GRAND HOTEL

Discuss Small House, Veterans' Training

Some 150 architects, producers, their families and friends met at the Grand Hotel, Mackinac Island on August 2 and 3, for the Society's Third Annual Mid-Summer Conference. Roger Allen, president of the Society presided at the business sessions, one an open meeting of the Board of Directors.

The expression that Mackinac Island is the nicest spot in Michigan was corrected to state that it is the nicest in the country, and so an invitation was extended to The A. I. A. to hold its Annual Convention there in late June of 1947. The invitation was from the Grand Rapids Chapter, supported by the Detroit and Saginaw Valley Chapters and the Michigan Society of Architects.

Practically an entire session was devoted to a discussion of the small house problem, with the result that the Society went on record favoring a more active participation on the part of its members in the low-cost housing field, which it was felt should include more service and not less.

The Veterans' Training Program, as published in the Aug. 6 issue of the Weekly Bulletin, was the topic at another session. This program has been worked out fully, except for one important detail—finding places for apprentices in architects' offices. It appears that architects are not equipped to train men. They want them to come in already trained and ready to go to work. Most of the offices have one or two such apprentices and to take more would defeat their own purposes. However, this is important, both from the standpoint of the office and the apprentices. There is a need for experienced architectural draftsmen and it, therefore, devolves upon the offices to help train them. The Bulletin would like to hear from offices willing to help.

It was regrettable that no Upper Peninsula architect was present at this meeting, which had come to be recognized as being under their sponsorship. Our standbys, Derrick Hubert of Menominee and Dave Anderson of Marquette, both of whom had planned on being present were ill and unable to attend. Gone before we arrived were MGM players who had been there making a motion picture.

A most delightful social was the cock-

tail party Saturday evening, at which Messrs Martin and Davis of the Portland Cement Association were hosts. This bids fair to be an annual event. The generous gesture was enjoyed and appreciated by all in attendance.

We learned the interesting fact that the famed Grand Hotel was designed by George D. Mason, FAIA (just turned 90). It was built in 1887 by Mr. John Oliver Plank, distinguished hotel operator. His associates included Commander Cornelius Vanderbilt, Mr. Chauncey Depew, Mr. George Pullman, the Pennsylvania Railroad Company and the D & C Navigation Company.

When Joe Fusco was in the office of George D. Mason & Co., the day before the conference, Mr. Mason showed him the drawings for the 600'-long building. Mr.

Mason stated that on his first visit to the site he had no instruments, or even a rule, so he paced it off, guessed at the levels with sufficient accuracy to make the first sketch.

John Erhard of the Richards Sheet Metal Company, of Grand Rapids, who was in attendance at this meeting, worked as an apprentice for his company on the roofing of the hotel.

HIGHLIGHTS—The attendance of Louis Kamper, Ralph Kempton of Columbus, Mr. and Mrs. Wohlgemuth as guests of president and Mrs. Allen; Ernie Baumgarth, Realty Editor of The Detroit News.

The congratulatory telegram from James R. Edmunds, Jr., FAIA, president of The American Institute of Architects.

The return to the fold of Commander C. (See MACKINAC Page 3)

Director Paul Sewell (doubling as detective) snaps Nina Palmer in the act of snitching geraniums.

Another picture by Paul is reproduced on page 4.



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John Lee

John Lee, well and most favorably known in Detroit architectural circles as a designer, died in a Detroit hospital on August 13, following a short illness and an operation. He was 74 years of age.

Mr. Lee was born on the island of Jamaica and educated in England, where he received his architectural training and experience. On coming to this country, he first worked for Buchman and Fox, architects, of New York, then several other leading architectural firms there, as designer on many skyscrapers and other important structures.

He came to Detroit and was engaged by Albert Kahn. He later worked for Mr. George D. Mason, and had been with that firm almost continuously for the past 30 years, until his retirement a few years ago.

John Lee was thoroughly trained in architectural design and detail. His competence, loyalty and his lovable character will be long remembered by his many friends.

Did You Hear ?

Detroit was honored when a Detroit girl sang Sunday afternoon, Aug. 10, on WWJ's "Harvest of the Stars." The Detroit girl is Faye Elizabeth Smith, featured as a rising young star of radio, television, concert and opera, and just about the busiest girl in the business. She's the daughter of Mrs. Faye Elizabeth Schram Keyes, ex-newspaper writer here, and her father was a brilliant young orthopedic surgeon, Capt. Harry Roy Smith of World War I, who died at 27, three months before she was born. Her stepfather is Architect Hugh T. Keyes.

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Mackinac—(from Page 1)

William (Bill) Palmer.

Portland Cement Association's cocktail party and the delight of so many of our good friends from the Producers' Council.

And Guy Study, FAIA, of St. Louis, Mo., who made reservations but had to cancel them. He writes, "A Michigan Society Convention sounds almost as important as a convention of The Institute."

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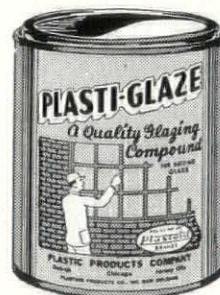
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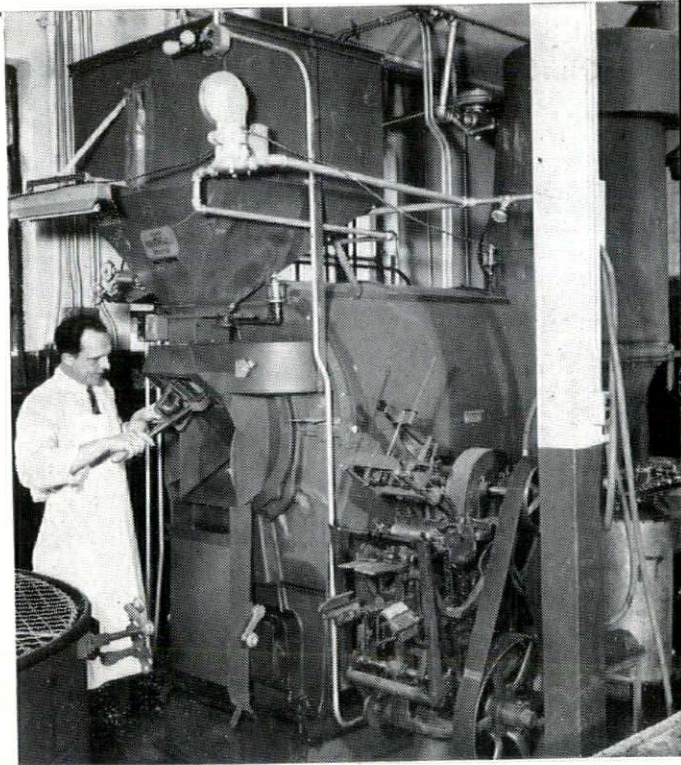
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DETROIT, MICHIGAN, AUGUST 27, 1946

No. 35

Detroit Thought Starters

By FRANK BARCUS A. I. A.

Detroit did not invent the combustion engine or the automobile. The earliest development was chiefly centered in Europe. But by 1909 over 3,000 makes of automobiles had been produced in Europe and the United States. With but few exceptions these were all handicraft products made for the rich.

Fifty years ago the carriage industry in Detroit was the second largest in the United States and was already approaching modern factory methods of production.

At that time Detroit also manufactured internal combustion engines for lake boats. These two elements were the backbones of the future automobile industry.

Added to this was the fact that Detroit was located where it could receive iron ore, pig iron, steel and coal shipments by water.

Now combine this set-up with assembly line production methods, plenty of available big money made in Michigan lumbering, a pioneer spirit of enterprise and a national market for cars. The result is a natural mass production center.

By 1909 Detroit had shown its automobile might. Automobile and automobile parts manufacturing in Detroit was as great in value as the next four industries combined:

Automobiles, bodies, and parts . \$60 million
Foundry and machine shop products \$18 million

Slaughtering, meat packing \$12 million
Brass and bronze \$12 million
Patent medicines \$12 million

Today, as far as the rest of the country is concerned, Detroit exists mainly to put the nation on wheels.

Detroit, the third industrial city of the country, has grown by producing automobiles in time of peace, and armaments both in World War I and II. Whatever it may produce in the future its growth in the last fifty years has been based upon manufacture of automobiles, bodies and parts, so that today the city is largely dependent upon automobile production for its very existence.

In 1941 there were between 29 and 30 million automobiles in use in the United States and 46 per cent of the men who made them worked in the Detroit area.

Detroit is the center of operations of the Big Three—Ford, General Motors, and Chrysler—which employs 67 per cent of the automobile industry wage earners. In 1940 the Big Three produced 90 per cent of all the passenger cars in the industry.

For Detroiters, this means that unless automobiles are sold the economic structure, the life blood of the city suffers.

In 1940 the automobile industry provided two-thirds of the manufacturing employment and one-third of all employment in Detroit. When to this total you add the industries supplying the automobile industry along with the industries, trades and

services supplying the auto workers, the result will show that the automobile industry directly and indirectly is responsible for 80 per cent of all employment in Detroit.

The growth of the automobile industry in the last 50 years has brought 2,750,000 people together to live in the three counties of Wayne, Oakland and Macomb. Of this total number, 2,315,000 live within the city of Detroit and its immediate suburbs.

* * *

Compared with other major cities, Detroit's population is not crowded on the land (except with a few exceptions such as the dense apartment section around 14th, Dexter, Chicago Boulevard and inside the Boulevard area).

The flat country around the city encouraged the spread of the movement away from the city.

Detroit has an average density of 12,000 persons per square mile. New York's density is 24,900; Boston 16,700; Philadelphia 15,200; Chicago 16,400; St. Louis 13,400.

Of all the major cities only Los Angeles has a more widely distributed population, with an average of 3,400 persons per square mile. The reason for this is that much of the land in Los Angeles is too rocky and rugged for anything except trees and grass.

* * *

When Detroit's City Hall was built in the General Grant period nearly 80 years ago, Cadillac Square was the Central Plaza and Market Place for the entire

(See BARCUS—Page 3)

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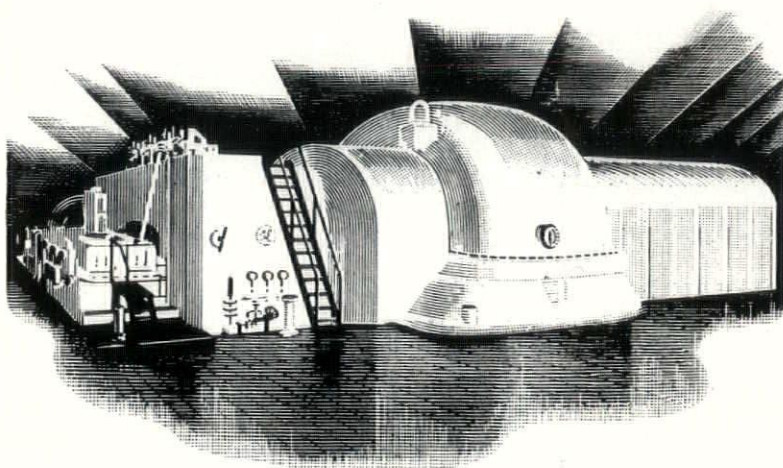
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its huge bulk with the County, which occupied two-thirds of the structure.

Today we still have this "huge" structure along with 24 other miscellaneous structures to take care of the municipal functions. These 24 structures do not make a charming, efficient civic center; instead they are scattered throughout the downtown area, mostly in rented quarters.

* * *

Detroit's new 20,000-seat Veterans' Memorial Hall in the new Civic Center site

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will be designed to include an air-bus helicopter terminal on the roof.

The helicopter is the latest development in commercial air transportation. It opens a whole new field in aviation—the field of local air service. Although some airplanes have been built that will land in relatively small areas, the large commercial pay-load airplanes have high landing speeds which require huge airports. And they are getting bigger and bigger every year. For that reason let Detroit have its huge airport 10, 20, or 30 miles away from the central business district. The helicopter is the only logical solution for fast, low-cost local air service.

Since 1940, Igor Sikorsky, assisted by the United States Army, has successfully developed the helicopter—a rotary-wing aircraft. The helicopter ascends and descends straight up and down. It moves sideward and forward as well as backward and can hover motionless in the air.

It is no secret that Greyhound plans to use the helicopter extensively and will use three designs: a 7-passenger ship; a 14-passenger twin-engine ship, and a 40-passenger helicopter which will take on a regular motor bus load.

* * *

Detroit owes a continuing debt of gratitude to its City Plan Commission for accomplishing two tremendous forces in making the city a better place in which to live and work. These two forces are better known as Zoning and the Master Plan.

While Detroit was the last of the major cities in the United States to adopt a zoning law (we were 25 years behind New York City and it took all that time to overcome all the ignorant pressure against it), we can look forward to completion of the Master Plan.

This Master Plan, in a few words, is a guide for the orderly growth of the city. Just as simple as that. It is not a blueprint in the sense of an architect's drawing. It is not a map, either although parts of it may be in the form of a map. It took a lot of technical research and after that a masterly interpretation of data to bring forth a vision of things long hoped for and the means of accomplishing them.

Unless the people know and participate in the Master Plan, what chance will it have? Like the Zoning Ordinance, which had to fight for recognition, it can be carried out only by an understanding public. The people must accept it for its own social and civic good, exactly as they would a doctor's orders when they are on the verge of a bodily collapse.

"This," they must be told, "is our conception of what will be a livable city for all the people, and a beautiful one. If you, the people, think well of it and want it badly enough, eventually you will get it."

However, they must be told, also, that the goals toward a better city will not be brought about immediately, that is self evident. The process will of necessity be slow and gradual, although it is likely to come about more quickly than many people think it will.

The important thing in all this planning and to remember is that the thought behind it all has been kept on a broad scale so that not only will the first things most necessary come first but that they will go in their proper place. And that goes for a school, a branch library, neighborhood park, community center, housing development or expressway

ARCHITECT ELIEL SAARINEN AND SCULPTOR CARL MILLES have left for visits to their native countries, Finland and Sweden, respectively.

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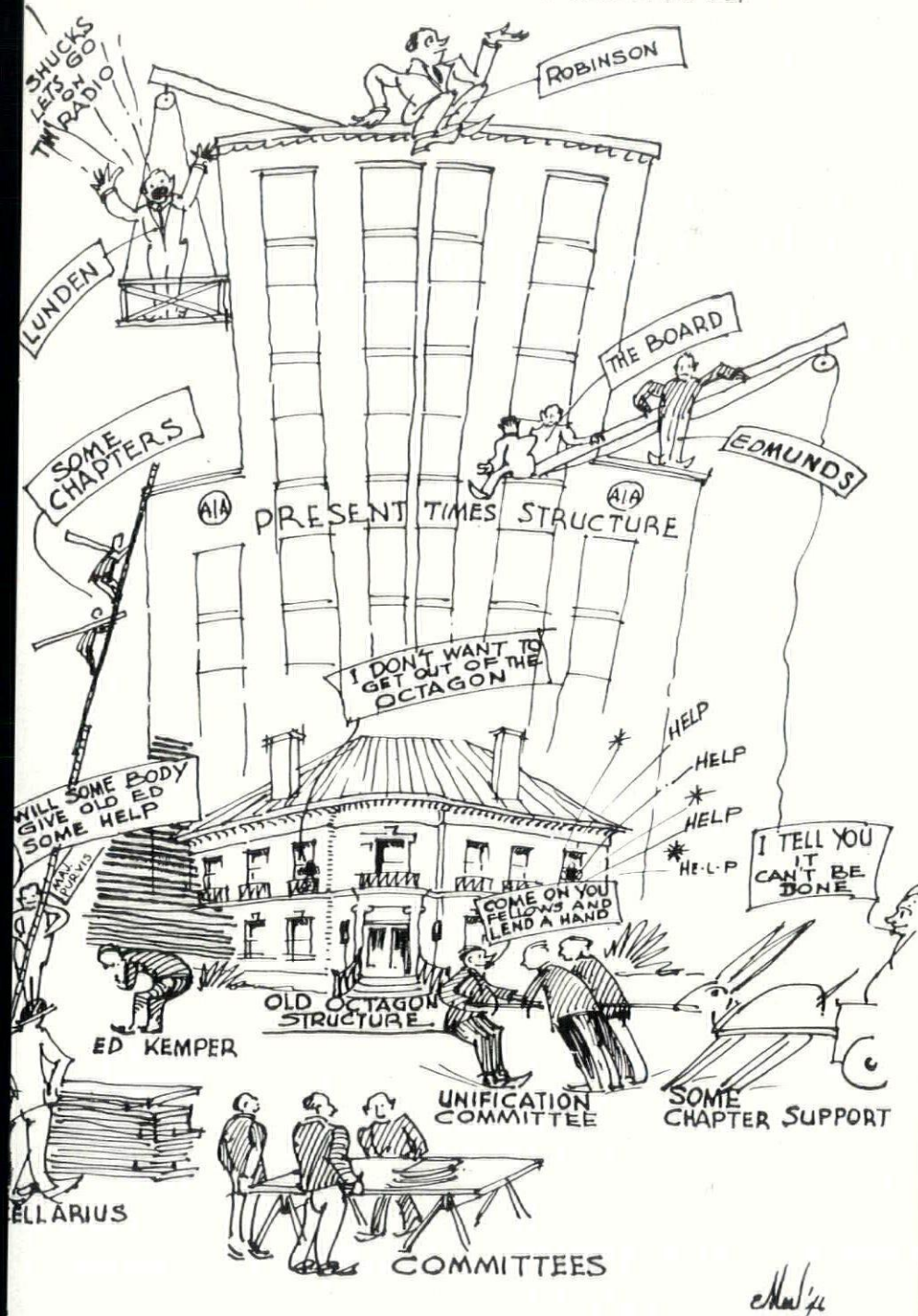
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STRUCTURE OF THE INSTITUTE



This cartoon is reproduced from (and without the permission of) THE TENNESSEE ARCHITECT. It is by Estes W. Mann, Art Editor. This Journal of the Tennessee Chapter of The American Institute of Architects is edited by J. Frazer Smith, "et al", is successor to that Chapter's former publication which was so ably edited by Harry B. Tour. The current issue carries a most complete and interesting report of The Institute's Miami Beach Convention, with a symposium of delegates' reactions and suggestions for future conventions.

Barcus—(from Page 1)

city. Why, Grand Circus Park was far away from everything.

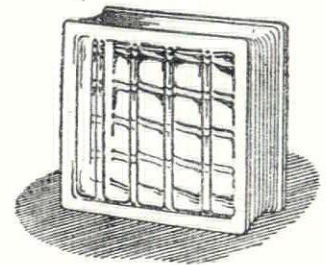
Cadillac Square was a real market place, with real farmers, slaughter houses, flies and filth. It looked just like that of an ancient and medieval city.

At that time also a controversy raged regarding the proper site for the proposed Soldier's and Sailor's Monument. It finally boiled down to two sites: Grand Circus Park and Cadillac Square. Somehow, although Cadillac Square was the final selection, it was also the site with the greatest number of objections.

"... Where is another city where monuments and meat peddlers stand side by side?" screamed one paper. "The site should be Grand Circus Park, where peace and quiet reigns. The railing there will be free from damage by wagon wheels or having stinking sheep carcasses hung over it."

The population then was less than 4 per cent of the present census.

The City Hall was much too large for Detroit and for 30 years the city shared



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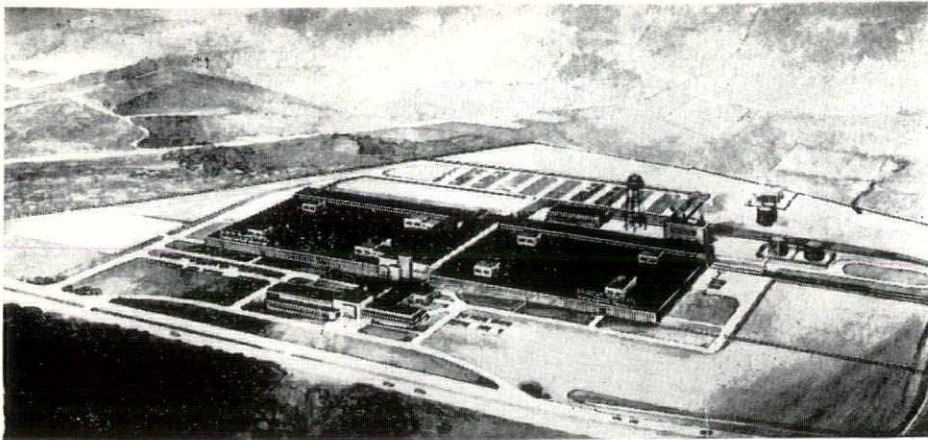
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Lincoln-Mercury Assembly Plant—Metuchen, New Jersey

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One of the three new plants for the assembly of cars in the huge expansion program of the Ford Motor Co. This plant is at Metuchen, New Jersey, 40 miles out of New York City, New York on U. S. Highway 1 and 25, where Lincoln and Mercury cars will be assembled. Similar plants for the assembly of Ford cars and trucks, all from the design boards of Albert Kahn Associated Architects and Engineers, Inc. are at St. Louis and Atlanta. All are now under construction.

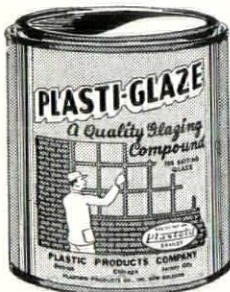
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The Wigton-Abbott Corp. of New Jersey are general contractors.

Bricklaying Machine Does Work of Ten Men

CHICAGO—A newly-developed machine for bricklaying converts today's bricklayer into an engineer and lays 20 times as many brick per day as is now possible with hand labor, reports Brick & Clay Record, Chicago.

Designed by Elbert L. Harney, Chicago, the machine requires a crew of ten men and will lay 100,000 brick in an eight hour day on long heavy walls. This averages 10,000 brick per man, the trade journal points out, is contrasted with 500 per man in the same period by current hand labor methods. It, therefore, offers a possible solution to the acute shortage of skilled labor.

The machine which will weigh about 200 pounds, moves on a track, back and

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forth, lifting the brick from a conveyor belt and passing them through an arranging device on the head of an extending boom.

The layer head then picks up the brick from the arranging device and sets them in the mortar. A pressure system, operating through valved nozzles, delivers mortar to the walls.

WILLIAM SHINDERMAN, AIA, announces the relocation of his office for the practice of architecture and allied design at 203 North Wabash Ave., Chicago 1, Ill. Mr. Shinderman is a member of the Detroit Chapter, AIA.

HAROLD M. SHEPHERD, AIA, has relocated his architectural office at 4214 Woodward Ave., Royal Oak, Mich. The new telephone number is LIncoln 1-6936.

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